doubt Among the lines thus brought under the same control, in addition to the Union Pacific, Oregon Railroad and Navigation Company and Oregon Short Line, are these: The San Pedro line, running from Salt-Lake City through Los Angeles to San Pedro

Harbor on the Pacific Coast, projected and begun by Senator Clark as an independent which Mr. Harriman stopped and ab-

All the lines of the Southern Pacific Com pany (a holding corporation), including the Southern Pacific Sunset Route, running by two routes from San Francisco to Los Angeles and thence through Artzona, New Mexico, Texas and Louisiana to New Orleans, with many extensive branches, the Central Pacific Ogden Route, running from Ogden to San Francisco and from Roseville (near Sacramento) to the Oregon State line, with several branches; the Oregon and California Rail-road, running from Portland to the California State line, which, with the Central Pacific's Shasta Route, connects Portland with San

CONTROLS STRAMSHIP LINES.

In addition, the Union Pacific controls every regular line of transpacific steamships operatedout of the Pacific Coast ports south of Puget Sound; also the Pacific Mail Line, plying between San Francisco and Panama, Morgan Line of freight and passenge carriers, operated between New York city, Havana, New Orleans and Galveston.

Mr. Harriman may journey by steamship from New York to New Orleans, thence by rail to San Francisco, across the Pacific Ocean to China, and, returning by another route to the United States, may go to Ogden by any one of three rail-lines, and thence to Kansas-City or Omaha, without leaving the deck or platform of a carrier which be controls, and without duplicating any part of his journey.

He has, further, what appears to be a dominating control in the Illinois Central Railroad running directly north from the Gulf of Mexico to the Great Lakes, paralleling the Mississippi River; and 2,000 miles west of the Illinois Central he controls the only line of railroad paralleling the Pacific Coast and running from the Columbia River to the Mexican border

Within a year his sphere of influence has Oregon Short Line have acquired 18.62 per cent, of the stock of the Baltimore and Ohio at a cost of \$45,486,980, and have invested

River stock.

That it is only the law which prevents the concentration into Mr. Harriman's hands of every rallroad line lying between Canada and Mexico is the frank admission of Mr. Harriman himself made at the hearing.

THE HARRIMAN POLICY

The report says that it was the Harri-The report says that it was the Harriman policy to gather under one head all existing transportation lines, or as many as possible, and to exclude the incoming of all competitors. For this \$100,000,000 of convertible bonds were issued by the Union Pacific. With the proceeds of these bonds the Union Pacific purchased control of the Southern Pacific company and a majority of the outstanding stock of the Northern Pacific, which latter incidentally carried with it control of one-half of the stock of the Chicago. Burlington and Quincy, the with it control of one-half of the stock of the Chicago, Burlington and Quincy, the stock of which had been purchased jointly by the Northern Pacific and Great Northern companies and their collateral trust bonds issued therefor.

Possession of these lines would have given to the Union Pacific absolute mas-

given to the Union Pacific absolute mas-tery over every avenue leading to the Pacific Coast within the United States, save Pacific Coast within the United States, save that afforded by the Great Northern Railroad on the northern border of the country
and the Santa Fé on the southern. This
plan, if executed, would have subjected
to a common will and policy, the report
says, nearly one-half of the territory of
the United States—a comparatively undeveloped, rapidly growing and extremely
rich territory, into which must necessarily
extend the population and business of
the Eastern States. The control of the
Northern Pacific and the Burlington by
the Union Pacific was prevented by a decision of the United States Supreme Court.

CONTROL OF THE SOUTHERN PACIFIC. Speaking of the Union Pacific's control of the Southern Pacific, the report says:

Whereas formerly the two companies had cities throughout the United States soliciting traffic over their respective lines, they now have common agents and solicitors who represent the unified Union Pacific and Southern Pacific system.

It is claimed by the Union Pacific that the principal reason for acquiring the Southern Pacific was to obtain the Central Pacific connection from Ogden to San Francisco. undoubtedly true that this is a desirable connection for that company, but whether purchased or not the Central Pacific is required to form a through line of transpor tion with the Union Pacific and not to disportation of freight and through traffic.

CONSIDERATION OF NATIONAL POLICY

The report declares that there is a consideration of national policy arising out of the history of the Union Pacific, the Central Pacific and the Southern Pacific roads, which distinguishes a combination of such roads. It says:

The Union Pacific and the Central Pacific were born out of a national sentiment and need. The nation felt the necessity for rail connection with its isolated Pacific Coast territory, and for this purpose, and to an unprecedented degree, pledged its own credit and donated its own lands to create a national highway between the Missouri River and the Bay of San Francisco. In every statute passed ba Congress affecting these two roads there is to be jound proof of the existence of such a other-one from the East and one from the West-and were to form one continuous line which was to remain for all time available to the business and governmental necessities

There is then quoted in the report the act of June 20, 1874, which provides that "any officer or agent of the companies" (Central Pacific, Western Pacific, Union Pacific, Kansas City and Denver Pacific) "authorized to construct the aforesaid reads or any company engaged in operating early roads, who shall refuse to operate and use the road or telegraph under his control," or "shall refuse in such operation and use to afford and secure to each of said roads equal advantages and facilities as to rates, time, transportation, &c." is deeme guilty of a misdemeanor and punishable by fine not exceeding \$1,000 and by im-prisonment of not less than six months. The report continues:

The fact that the Union Pacific and Central Pacific companies were thereafter separately reorganized under the laws of Utah and quired these lines does not relieve them from the public obligations imposed by the acts of Congress. The Union Pacific was therefore forever guaranteed without purchase a connection with the Central Pacific upon terms as favorable as might be given to any other

IN PRAISE OF HARRIMAN.

The commission, however, has this may in praise of Harriman: It has been, however, no part of the Harriman policy to permit the properties which brought under the Union Pacific con trol to degenerate and decline; es railroad they are better properties to-day than they were when they came under that contro Large sums have been generously expended in the carrying on of enginereing works and betterments which make for the improve-ment of the service and the permanent value

The commission tells how the San Pedro, the road built by former Senator William A. Clark of Montana, came under the con-trol of Harriman. This transaction has been outlined heretofore in Washington despatches to THE SUN. The San Pedro and the Union Pacific entered into an agree ment whereby the two roads maintained the same rates, charges and classification on competing business. The roads conbe competing business. The roads con-sended that the agreement covered only business within the State of California. The agreement was abrogated in April on the ground that the Legislature of California at its last session enacted a statute prohibiting contracts in restraint of com-

The commission squints at another probable violation of laws in the control

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of the Union Pacific and the Rock Island over the Chicago and Alton

Harriman's manipulation of the Alton is treated at great length. No new light is thrown on this particular transaction. The report refers to the Alton deal as "indefensible francing." "By way of justification or excuse," the report says, "we are told that the methods of the financing of railroads which prevailed in the year 1900 are now obsolete, owing to a higher degree of conscientiousness among financiers; and, moreover, that the Chicago and Alton should not be regarded as an isolated instance, inasmuch as it was dealt with much as many other roads were at that period. The first of these statements is, we trust, true; the latter statement is not calculated to uphold the value of American railroad securities." MANIPULATION OF THE ALTON. can railroad securities."

Kuhn, Loeb & Co.'s connection with the

Alton deal is referred to as follows: Incidentally it may be observed that the bankers who manage these operations appea to be richly rewarded. The testimony shows that Kuhn, Loeb & Co. received 5 per cent. or \$5,000,000, on the issue of \$100,000,000 of Union Pacific convertible bonds, one-half of which was retained by them and the other half given to the syndicate to whom the bonds were sold. On the 750,000 shares of Southern Pacific which the Union Pacific purchased at \$50.61 per share the same bankng house received a commission of \$2.50 share. They received a like commission o \$2.50 per share on the Chicago and Alton stock sold to the Union Pacific at \$86.50 per

interest in these securities. CONCLUSIONS OF THE COMMISSION. The conclusions of the commission are as follows:

share. It is significant that a member of this

firm refused to disclose the extent of its

The effect of the control of the Southern Pacific by the Union Pacific has been to unify and amalgamate the management of these two railway companies and their steamship lines and to eliminate competition between them in transcontinental business and in busi ness to and from Oriental ports.

Union Pacific, as has been shown, con trois the San Pedro, Los Angeles and Salt Lake Railroad, the stock of which is deposited in the hands of a trustee. This line was originally intended as an independent road, extending from Salt Lake, where it connects with the Union Pacific and with the Denver and Rio Grande, to Los Angeles and San Pedro There is therefore no competition between this line and the Union Pacific and

Southern Pacific. It appears that the Union Pacific also owns \$10,000,000 par value of the stock of the Atchi son, Topeka and Santa Fé Railway Company and about \$30,000,000 more is owned by individuals connected with the Union Pacific making \$40,000,000, or substantially 17 per cent of the entire capital stock of the Santa Fé com-Who owns this stock outside of the \$10,000,000 Mr. Harriman declined to state. Two directors of the Union Pacific are also directors of the Santa Fé company, and there is now a division of the Oriental traffic by the Pacific Mail Steamship Company between the Union Pacific and the Santa Fé systems.

It appears that there has also been a division of the fruit traffic between certain California territory and the East, each taking a certain percentage, and that north of San Francisco and amalgamated their interests in the North western Pacific Railroad and that a joint control has been inaugurated similar to tha

Pacific by the Union Pacific the Denver and Rio Grande system, extending from Denver where it connects with various lines to the east, to Salt Lake and Ogden, was given equal facilities over the Central Pacific, and thereby practically formed another transcontinental Since the amalgamation of the Union Pacific and Southern Pacific and the construction of the San Pedro road this line ha been denied equal facilities in the receip Pacific and the San Pedro lines. Its business compete with the Union Pacific and Southern Pacific impaired. On this account the Gould Uned are aiding the construction of another

line from Ogden to San Francisco. The joint control of the Alton Reilway by the Union Pacific and the Chicago, Rock Island and Pacific Railway Company has undoubtedly eliminated competition between the Alton and the Rock Island between Chicago, St. Louis and Kansas City.

These are conspicuous illustrations of the development of the theory of "community which Mr. Harriman suggested when he de-

stocks in competing lines is permitted to con tinue, it must mean suppression of compe

RECOMMENDATIONS

Recommendations of general policy are stated as follows:

(1) The function of a railroad corporation should be confined to the furnishing of trans portation. Railroads should not be permitted to invest generally in the stocks, bonds and securities of other railway and of steamship companies, except connecting lines, for the portation, including branches and feeders It is in the interest of the public to facilitate the consolidation of connecting lines. The the resources and presperity of the country through which it rune. Its surplus funds and credit should be used for the betterment of its lines and in extensions and branches develop the country contiguous to it. The testimony taken upon this hearing shows that about 50,000 square miles of territory in the State of Oregon, surrounded by the lines of the Oregon Short Line Railroad Company the Oregon Railroad and Navigation Company and the Southern Pacific Company is not developed, while the funds of those companies which could be used for that pur-pose are being invested in stocks like the York Central and other lines having only a remote relation to the territory in which the Union Pacific system is located

Railroad securities should be safe and conervative investments for the people this end the risks of the railroad should be reduced to a minimum., Every one knows that railway securities fluctuate more or less according to the prosperity of the times and also by reason of the wide speculation in such securities. It therefore adds an element of hazard to a railrond's capital and credit to have its funds invested in the stocks of other companies, thereby endangering its solvency and its ability to pay reasonable dividends upon its own capital stock. It is a serious menace to the financial condition of the country to have large railway systems hands of receivers, and the object of legislation and administration should be to lessen

the risks of railway investments.
(2.) It is contrary to public policy as well trol of parallel and competing lines. This policy is expressed in the Federal laws and in the Constitutions and laws of nearly every State in the Union. We have examined

the Constitutions and laws of all the States and find in about forty of them prohibitions against consolidation of capital stock or franchises of competing railways or the purchase and acquisition by a railway of competing railway of competing railway of competing the property of the competing party of the competition between railways peting lines. Competition between railways as well as between other industries is the established policy of the nation. And while the acquisition of a small minority of the stock of a competing line might not decrease the competition, yet the acquisition of any considerable amount of stock with representation on the board of directors of such railway unquestionably has the effect of diminishing competition and lessening to that extent its effectiveness. So long as it is the policy of the general Government and of the States to maintain competition between naturally competing lines the ownership of any stock by one railway in a competing railway should not be permitted, and such lines of railway should be prohibited from having any common directors or officers.

(3.) The time has come when some reason

able regulation should be imposed upon the issuance of securities by railways engaged

in interstate commerce. We are aware that in the construction of new lines of railway. developing new territory, it has been necessary in many instances to sell railway securi ties at large discount and to sell bonds with stock bonuses, and even in such cases it has sary capital. Men will not invest their money and take the risk for small rates of interes But this principle does not apply to old stablished railway systems having goo credit. Such railways should be prevented from inflating their securities for merely speculative purposes. Railroads should be encouraged to extend their systems and develop the country. It is of the utmost importance also that railway securities should be safe and conservative investments for the public and should yield good and ample return for the money invested. Reasonable regulation will tend to make them safer and more secure investments and thereby

"GOOD POLITICS TO ATTACK ME. Harriman's Comment on the Report-Says

benefit not only the railway companies

There Are Misstatements. E. H. Harriman telephoned from Arder last night this comment on the report: "From what I am told the report is political document and part of a personal pursuit of me. The tone of the report and the method of its promulgation show

"Imagine a court or any judicial body sending copies of its decisions around secretly to newspaper publishers days in advance under pledge to publish it simultaneously Sunday morning. That is what the commission did. Their opinion was put in type several days ago and sent to newspapers throughout the country with the following printed in bold type at the head: Confidental. To all newspapers: This report is released for publication on Sunday norning, July 14, 1907, and not before."

"It is deemed good politics to attack me But I can stand it much beter than the people of this country can stand that sort of procedure on the part of Government expect to gain from the public enjoytribunals charged with the duty of impartially administering the laws.

"I shall study it carefully and have some thing to say about it later. But from what I am told, it is full of strange misstatements of fact. For example, in reference to the Chicago and Alton, it says that I caused about \$12,000,000 to be credited to construction expenditures, in order to find an excuse for borrowing money to pay divi-dends. As a matter of fact that was a written recommendation made by President Felton when I was in Alaska, and it was adopted by the board of directors at neeting at which I was not present."

"Again, it is said that a certain method of accounting that was carried out would have the effect of covering up the payment of the special dividend, thereby intimating some wrongful concealment. This is a most extraordinary statement for the writer of the report to make, when it is considered that the stockholders necessarily knew of the dividend, because every one received his share, and when it was published in every financial journal at the time and was reported to the Stock Exchange and shown on its printed lists. The suggestion, therefore, of any reason or desire for concealment

is most unfair. "I am informed by those who have examined it more carefully that the article is full of errors as glaring and in excusable as these; but I shall read it care fully and make a full statement about it particularly of my connection with the Chicago and Alton readjustment, in few days.

RIGGEST DOCK IN THE WORLD At Its Opening King Edward Anno Honor for Brave Miners.

Special Cable Despatch to THE SUN

LOND N, July 13.-King Edward and Queen Alexandra opened a new dock at Cardiff to-day which was made necessary by the great increase in the coal trade of the town. It was named the Oneen Alexandra dock and is said to be the largest masonry dock in the world.

It is nearly half a mile long and is designe to accommodate the largest vessels affoat so that they can turn and leave the dock stern first without disturbing other vessels which are also docked. The King knighted the Lord Mayor of Cardiff, W. S. Crossman, who is a stonemason,

The King in a speech eulogized bravery of coal miners and promised shortly to establish a new civil decoration bearing his name for "courageous men who in th mines and quarries of this country voluntarily endanger their lives to save the lives

ITALY WANTS VAN DYCK BACK Can't, However, Declare Sale Invalid-Sold by Middlemen to England.

ROME, July 13 .- The Ministry of Public Instruction intends to make an attempt to recover the Van Dyck picture purchased by the British National Gallery, but in case restitution is refused the sale cannot be declared illegal, as the painting is one of those on the uncatalogued Governmen list. Hence, while the owner is liable to be fined for illegal exportation, the sale is not void according to the Italian law. It is understood that the question is likely

to be settled through diplomatic channels but a solution is difficult, as the painting changed hands several times before it reached London.

KAISER TO VISIT WELLMAN. Wants to See Arctic Balloon and Hear About Exploration.

Special Cable Despatch to THE SUN COPENHAGEN, July 13.-Correspondents assert that the Kaiser, who is now on a holiday tour in Scandinavia, will visit Spitzbergen to inspect Walter Wellman's balloon expedition and to discuss personally with Mr. Wellman the subject of Arctic explora-

Inspecting Russian Prisons. Special Cable Despatch to THE SUN.

who was sent by the American Governmen to inquire into the latest improvement particularly structural, of the best European prisons, has arrived here, accompanied by an escort provided by the Governor and the prison executive. He visited to-day the house of preliminary detention at Kresta Prison. He will go to Warsaw to-morrow to continue his investigations.

DAYS OF FESTIVITY IN FRANCE

MANY AMERICANS TO SHARE IN LONGCHAMPS MIRTH.

Mischievous Gamin Teases Autoists on the Best Roads in the World-Sunshine in the Bois-Mme. Nordiea's Musicales-Notes of Gay Life in Paris.

Special Cable Despatch to THE SUN. Paris, July 13.- French automobilists ask for the suppression of what they declare to he a new game too much indulged innamely, children matching their agility and dexterity against the swiftness of automobiles. It really looks like a very old game in America, where children in small towns often vie with each other to see which can remain the longest on one side of the road and still cross the road before the arrival of an oncoming carriage.

But the autoists here seem to regard this perilous pastime as an annoyance devised particularly to aggravate their difficulties. At the same time, they say, it imperils the youngsters, with a possible sequence of bringing up the drivers for manslaughter. In a campaign of publicity they ask that the matter be brought to the attention of parents and the authorities, particularly now at the commencement of the school vacations.

As great numbers of Americans are automobiling in France not only to see the country but because of the excellence of French roads, the subject interests Americans equally with the French. In many places recently children have been knocked down, injured and killed by automobilesnot babies wanting care, but boys and girls of 9 to 12 years of age who, the tourists declare, were perfectly able to avoid accidents.

Far from seeking to avoid danger, children seeing a motor car approaching stand with their arms extended in the middle or range themselves on the side of the road. When a car is a few metres away they dodge aside or race across the road to exchange sidewalks, enjoying the excitement of the possible danger thus incurred. Near Dinard the other day a car made a violent lurch to avoid a group at this game. Nevertheless, the car crushed one of the children, although the occupants aver that they were running at moderate speed. From the automobilist's side of the story, this is comprehensible, because the children probably did not hear the warnings PETE DAYS.

Americans in Paris at this national fête time may see, besides the grand military review at Longchamps, decorations, illuminations, fireworks, balls and street dancing on which the authorities, State, department and municipal, have expended \$44,000, besides the great sum paid out by the proprietors of cafés and others who

Besides the great functions, 1,200 lesser balls have been organized this year. The music at these balls is something wonderful, but is wholly satisfactory for the purposes of those most interested. For each ball there is necessary at least a flute, cornet and trombone. Some have more. It is estimated that the number of musicians recruited for these particular festivities is nearly five thousand. Each player receives for two days \$15 or \$20.

The players for the most part are amateurs who profit by the occasion to increase their incomes, which ordinarily are derived from their wages as modest workmen. The public which attends these affairs most enjoys the waltzes and polkas whose refrains may be sung. The players are required to know such airs as the "Polka des Englishes," "O Sole Mio," "Quand l'Amour Meurt," "La Matchiche." des Pruneaux" and "Viens Poupoule."

France cannot be accused of ingratitude to those of other countries who have fought mentioned without recalling his services during the Prussian war. At the present moment Garibaldi's veretans are the heroes of Paris. Every restaurant band plays Garibaldi's hymn, the newspapers print photographs of the grizzled, medalled warriors, and even the cinematograph reproduces scenes and events which occurred long before moving pictures were invented All day long a crowd lingers around the Hôtel des Invalides, where the largest number of the veterans are billeted, ready to cheer any wearer of a red shirt.

'Col. Gattorno, who was wounded a Dijon, received a particularly enthusiastic welcome, as did also Cols. Gattorino and Elia. The friends of the Garibaldians at the 14th of July review at Longohamps to-morrow will give that function a note of distinction which this year it really

GIVEN UP TO AMERICANS.

Now that the schools and most of the theatres are closed the 14th of July impends. Parisians betake themselves to their country houses and seaside resorts and leave their city in undisputed possession of the Americans.

Notwithstanding this, people who in a usiness way see most of the Americans in Paris say the number of them is not equal to that of lust year, and also that those who are here now spend less money. Whether this is due to saving or to the greater knowledge of this year's visitors in regard to French business methods may be an open question. Anyway, although the cold weather had retarded the earlier exodus somewhat, Pa risians fled the city to-day like New Yorkers aiming to get outside of Gotham before July 4, while Americans continued to arrive in large numbers.

It is interesting both to natives and to the Americans who have the time and op portunity to watch the ebb and flow of Americans to study the types they present Behold on one hand a very smart woman who is only here to select new gowns and have her hair and complexion restored before she commences the summer gaveties here and in America. On the other hand there are the keen faced politicians, business men and theatrical managers who have no time or inclination for sightseeing. There are also people who have seen it all many times but feel that they must always include a few days in Paris in their yearly

Besides these there are tourists, swarms of them, eager, interested, energetic and determined to do the Louvre and several other places. In the morning they can always be seen with their indispensable Baedeker, closto their companion and guide To-day as on Independence Day these visitors find signs of welcome, signs of recognition of their presence and of a sympathetic feeling for Americans. The flags which adorned buildings on the Fourth of July will be brough out again for to-morrow's jubilation and will fly beside the tricolor. This afternoon brings almost the first warm

sunshine of this arctic July. Cold and wet weather have made the Bois de Boulogne less popular for teas and drives than is usual at this time of the year. But at the first hint of sunshine one can see the chic American in her equally ohic motor car making he way to some charming outdoor tea place or the Bois de Boulogne.

DOINGS OF VISITORS On Monday in a gleam of sunshine Mrs.



VASSAR COLLEGE-One of the greatest institutions of the world for the higher education of women. The PIANOLA has long been in use there.

88 Educational Institutions Now Use The PIANOLA

TF only two or three of the leading educational institutions had adopted the Pianola, the circumstance would be worthy of note. But the fact is, that the movement has extended, until now the Pianola is in practical every day use in no less than 88 colleges and advanced schools,-great Universities like Harvard and Columbia, Colleges like Amherst and Oberlin, Women's Colleges like Vassar and Radcliffe, select girls' schools like Briarcliff Manor and St. Margaret's School.

> Even high schools and normal schools now use the Planola, not only-in teaching music, but in their general exercises. As official publication by the city of Boston announces that Metrostyle Planolas will be purchased for the Normal School and Girls' High School. News has also just been received from Australia that three leading schools in that country (one a University) have bought Planolas.

The interest that this new movement has for the general public is two-fold. In the first place, it shows conclusively that the Pianola is of serious educational importance, and not solely a means of furnishing amusement or of agreeably passing an idle hour. When the leading educators of the country adopt it for their own use in teaching appreciation of the musical masterpieces, the way is clearly pointed out to parents how they may assist their children in musical study in their own homes.

Secondly, the fact that it is always the Pianolis that is chosen by these recognized authorities shows in still another way the unquestionable pre-eminence of this instrument over all other Piano-players. The musical and mechanical superiority of the Pianola is so well-established among those with whom music is a profession that it is practically the only instrument ever considered when the purchase of a Piano-player is contemplated. The Pianola is in truth the Standard Piano-player of the World.

The AEOLIAN CO., Aeolian Hall, 362 fifth Avenue, near

wonderful creations, were having tea at the Another pretty American who always creates a sensation when she drives on the Bois is Miss Nita Da Costa, who is in Paris for a few weeks. Mrs. William Hull has quite recovered

Vouillement awaiting her husband, who will arrive during the coming week, when they will go on an automobile trip through Germany. Many Americans attended the opera on Wednesday evening when Mile. Lina Caval-Meri, fresh from her New York success,

from her recent illness. She is at the

sang. Among those present were Mr. and Miss Vanderbilt, Mr. and Mrs. Lloyd Garrison Hartshorn, Dr. and Mrs. William Younger. Mme. Nordica has given many delightful musicales this season where several young American artists have made successful appearances. Mme. Nordica has now gone to England to take a series of rests before taking a long contemplated trip along the

A party of Syracusans arrived in Paris on Tuesday. It included Capt. Joseph Knapp, who after living for nearly half a century in one house in the Salt City of Onondaga Reservation, made up his mind that he would have a look at his fatherland again; George Schattle, who, like Knapp, is a German and had decided to see his birthplace once more, and J. Knapp Smith and John D. Ryan. Notwithstanding the interest of the Teutonic members of the party in the fatherland, all four united in praising The Hague as the finest city they

Mr. Knapp has a grievance against Paris for not adopting the letter stamping machine which he and a fellow Syracusan, George V. Hubbard, have helped to bring to the light of day, and believes its use in New York is one proof of Gotham's superiority. After Continental hospitality, this group of Americans found Paris rather a difficult place till they discovered the only bowling alley in the city. Then they settled down to real enjoyment of French

It is interesting in the history of innovations to note that this alley has taken a good hold on natives and visitors, so much so that wiseacres are prophesying that it will pay for itself before autumn, largely through the money of Americans. Brig.-Gen. Daingerfield Parker is at the Hotel Brighton.

Mrs. Andrew Kellogg of New York is in Paris for a short stay. She has just re-turned from the "Garden of Allah" country. An American group enjoying a farewell luncheon at Le Doyens on the Champs Elysée resterday included Judge and Mrs. Lindley Sarrison of New Jersey, Emil Thieland and daughter and Mrs. and Miss Mellen of New York. The Garrisons will start for Germany at the end of the week. Miss May Bloomenschein, the American

pianist, has gone to Etretat with her mother. Mrs. Rufus Greene, to remain for the month Mrs. Claus Spreckels left for London on

Wednesday. Paul Morton and Mrs. Morton, who have een at the Ritz, have gone to Carlsbad. James K. Hackett and Jacob Shuber

just from Berlin, are at the Grand.

It was a little romance which induced Clyde Fitch to leave Paris sooner than he intended-not a romance of his own, however, but one very near him personally, which may also some fine day prove to have been near him professionally. But why anticipate what a playwright may do Last year Fitch's valet, who has been a faithful retainer for years, met a bloom young English girl and lost his heart. A few days ago he announced that he was going to London to marry her, so Fitch agreed to go along and give his blessing to the couple. He added persuasion to such excellent advantage that he induced the happy pair to begin their future in his

Americans who called to register at the

embassy this week included Lewis S. Reid of Omaha, H. D. Jenkins of Chicago, Herman Mathian of Boston, M. Ajes of Cambridge, Mass.; Peter C. Wilson of Dallas, Tex.; Alexander Revell, Senator Depew, Chauncey H. Depew, Jr.; Judge Leon Sanders. Waldemar Hoffman, W. H. Tolman and Louis Stanislaus Burdett of New York.

York.
Mrs. Franklin Thompson, daughter-inlaw of Denman Thompson, is here studying voice culture. She will continue her work in Paris all summer

Mrs. Adams gave a luncheon to her neice, Chicago, in her apartment on the Avenue MacMahon, prior to the departure yesterday of Señor and Señora Sociano for an auto-

of Señor and Señora Sociano for an automobile tour of Switzerland.

The Belgian Minister and his wife gave a reception on Wednesday which was followed by bridge. Some of the American guests present were Miss Vanderbilt, Mrs. Charles Carroll, the Duchess de la Rochefoucauld and Mrs. George Law.

Recent arrivals include Silas McBee, Mr. and Mrs. Eagan of Buffalo, who are at the Athenée; M. R. MacPherson and A. W. Fairchild of Milwaukee, R. W. McKinnon of Chicago, who are at the Regina; Mrs. Otto Young and Mrs. C. Young Hobart of Chicago, and Mr. and Mrs. J. C. Blask, who are at the Ritz.

NAVAL COURTESIES

The French naval authorities at Bre are arranging a special programme of festivities in honor of the officers and crew of the American squadron under Admiral Stockton, which has arrived there from Bordeaux. The visitors are receiving marked attention from the townsfolk and sailors generally. President Fallières will give a breakfast in Paris to Admiral Stockton and his officers, who will come to the capital at the President's special request

GRAPE-NUTS.

Keep Well with Good Food

Proper selection of Food the sure way to get well and keep well. Use

Grape-Nuts

"While getting over the grip, and while

my stomach was so irritable I could not eat anything without distress. I found I could take a dish of Grape-Nuts with cream or good milk, and feel built up like I had eaten a full meal, and yet have none of the unpleasant effects of indigestion. I wish people knew its worth. "It seems to me trained nurses and

physicians could use it to such good ad-

vantage. It is really the most nourishing and easily digested food I ever tried." Grape-Nuts food is now recommended by physicians all over the world. They know it contains the delicate particles o Phospate of Potash obtained from the field grains. This is the element Nature combines with albumen of the food to build the soft gray substance in the nerve centres and brain in the human body. The effect is in some ways like a stimulant, but

does not wear off, for it is a natural re-

building. Grape-Nuts can be made into a great many different and palatable dishes. As an illustration: A most delicious mock pumpkin pie can be made from Grape-Nuts after the following recipe: Pour boiling water over 1/2 cup Grape-Nuts, let stand 10 minutes, add 2 eggs, 4 tablespoonfuls of sugar, 2 cups sweet milk, 3 teaspoons of ginger, 1 teaspoon mixed spices. Stir over slow fire until thoroughly boiled. Bake pie dough in deep pan. When done put in prepared Grape-Nuts, return to oven and brown. Read "The Road to Wellville," in pkgs. "There's a Reason."

EUROPE CLAIMS ITS OWN

Dr. Peter Hoffman Sails for Germany---Lived for Years In America, Where He Bained His Fame.

NEW YORK, July 14, 1907.-Dr. Poter Hoffman, the "grand old man" of medicine, has set sail for Germany, the land of his birth, where he will spend his closing years. His successes lived for the past fifty years.

Dr. Hoffman is a great believer in and his cry has constantly been for Simple Medication. He is the discoverar of the new remedy which, although consisting of only three staple drugs, obtainable at any drug store, is considered an almost infallible cure for all considered an almost infallible cure for all orms of Catarrh of the Stomach and Dypopsie The ingredients of this prescription are 1 ounce of Bloarbonate of Soda, 1/2 ounce scaled package of genuine Bislac and an ounce of Burnt Mag nests, and these should be mixed on a sheet of paper and taken, a half teaspoonful at a time paper and taken, a man ecoporation with half an hour after meals and at bedtime with

It is important not to accept any substitut, for "Bislac," which must be delivered to you in original sealed package.

BUSINESS NOTICES.

"DELATOUR" Soda, Ginger Ale, Sarsaparilla, Lemon Soda, The best for nearly a century.

DIED.

BOARD .- Cornellus Z., at the old homestead, at Paramus, N. J., Thursday, July 11, 1907, agrid 72 years.

Relatives and friends are invited to attend his funeral, from his late residence, on Monday. July 15, 1907, at half past 2 P. M. Interment private. Carriages will meet train from New York arriving at Ridgewood at 2:05 P. M. and train from Orange county, N. Y., arriving at Ridgewood 2:12 P. M.

DODD.-Suddenly, at East Orange, N. J., on Saturday, July 13, 1907, Alice Short Dodd and infant son, Amzi T. Dodd, Jr., wife and son of Amzi

Funeral services from family residence, 198 Dod! st., on Monday, July 15, at 4 o'clock P. M. Interment at convenience of family. burg papers please copy. HYATT.-At Chicago, Ill., on Thursday, July 11.

Edgar Smith, son of the late Lewis L. Hyall formerly of New Brunswick, N. J. Funeral services at his late residence, 243 East 9th st., Plainfield, N. J., on Monday, July 18 at 3 P. M. New Jersey Central train leaves West 23d st. 1:50 P. M.: Liberty st., 2 P. M.

Kindly omit flowers. London and Paris papers LIVINGSTON,-Suddenly, at Lawrence, L. I. on July 11, James La Rhett Livingston.

Funeral from his late residence, on Sunda July 14, on arrival of 3:40 train. East 34th st NEIRA. -On July 15, 1907, Dr. Ignacio Neira, Consni of Colombia in New Orleans, aged 50 years. Body lying at funeral chapel, 241 West 23d st. (Campbell Building). Services at St. Francis Xavier Church, West 16th st., Tuesday, at

10 A. M. Colombian Council of New York City invites Colombian colony. OYES,-On Thursday, July 11, 1907, Joseph Clark

In the 65th year of his age.
Funeral services at 606 St. Mark's av., Brookly 2 on Sunday July 14 at 3 P. M. Intermed private. CHULZ .-- At Prattsville, N. Y., July 12, Edward

W., beloved son of Catharine and the late Edward Schulz, aged 11 years. Funeral from his late residence, 1004 Washington st., Hoboken, N. J., Monday, July 15, at 3 P. 10. in her 88th year, Mary Mason, daughter of

the late Isaac Jones and widow of Gen. Comid CEMETERIES.

BEAUTIPUL CEDAR GROVE CEMETERY.

6 miles from East 34th street ferry, Easily accessible from all parts of Greater New York by trolley. PLOTS 575 and upwards. Visit the cemetery, or telephone or write for illustrated booklet. CEDAR GROVE CEMETERY, 1 Madis-B. Ave., New York City.